Aichi 2030 Declaration on Environmentally Sustainable Transport - Making Transport in Asia Sustainable (2021-2030)

Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Efficient, Resilient, Clean and Low-carbon Passenger and Freight Transport in Asia

1.   We, the participants, who are representatives of Asian countries (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Indonesia, India, Islamic Republic of Iran, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Russian Federation, Singapore, Sri Lanka, Thailand, and Viet Nam)[1], international organizations, bilateral and multilateral agencies, non-governmental organizations (NGOs), research organizations, and expert sustainable transport professionals, having met at the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia, held in Tokoname City, Aichi Prefecture, Japan, 18th - 20th October 2021, inspired by the Sustainable Development Goals, the Paris Agreement on Climate Change, the New Urban Agenda and other global agreements, adopt the non-legal, non-binding Aichi 2030 Declaration on Making Transport in Asia Sustainable (the Aichi 2030 Declaration). We affirm our interest in, and commitment to, realizing a decade (2021-2030) of progress in sustainable actions and measures for achieving universally accessible, safe, affordable, efficient, clean, low-carbon, resilient, multi-modal passenger and freight transport in Asia.[2]

I.   Preamble

i.   ***Recognizing*** the urgent need for immediate greater action on sustainability of transport systems in Asia. This considering that by 2030, it is projected that Asia will have about half of the global population, with an increasing number living in cities, close to 40% of global Gross Domestic Product (GDP) (in Purchasing Power Parity), one third of global transport CO2 emissions, and almost 60% of worldwide road crash fatalities;[3]

ii.   ***Acknowledging*** the global agreements, since 2010, that have a direct relevance for the transport sector in Asia: the 2030 Agenda for Sustainable Development, the Paris Agreement on climate change, the New Urban Agenda, the Addis Ababa Action Agenda on Financing for Development, the second UN Decade of Action for Road Safety 2021-2030, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi Mandate;

iii.   ***Agreeing*** that the successful implementation of these global agreements will require policies and actions that combine "developing" the transport sector through the provision of additional sustainable, low carbon transport infrastructure and services[4] to

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[1] The Aichi 2030 Declaration is open to all Asia-Pacific countries to voluntarily join.
[2] The scope of the Declaration is mainly on land transport. It excludes international aviation and international shipping. Domestic aviation and shipping, including inland water transport are, however, considered to be part of the Declaration.
[3] Sources: World Bank, SLOCAT Partnership and World Health Organization.
[4] See in this context the G20 Principles for Quality Infrastructure

increase access with concerted efforts to make transport safer, and reduce emissions of air pollutants and greenhouse gasses . Such actions in the transport sector will be needing greater coordination with other sectors, including the energy, urban development and the health sector;

iv.   ***Emphasizing*** that a *Just Transition* is required in the realization of sustainable transport in Asia which protects or advances the rights and interests of workers as well as all vulnerable groups in society. The *Just Transition* needs to take account that a large majority of people do not own a motorized vehicle and will continue to walk, cycle or make use of public transport, which by itself is already sustainable;

v.   ***Welcoming*** all the efforts already made by member countries[5] in the Regional EST Forum in Asia to adopt and implement policies and actions on sustainable transport. Acknowledging the specific context of Small Island Development States (SIDS) and Landlocked countries in advancing action on sustainable transport;

vi.   ***Emphasizing*** the key role that both passenger and freight transport play in the economic and social development as well as the environmental protection of countries in developing Asia, including in developing the regional connectivity between countries and ensuring that in the development of the transport sector no one is left behind;

vii.   ***Acknowledging*** the impact that pandemics, such as COVID-19, have on the provision of transport services in developing Asia, and the need to strengthen the overall resilience and preparedness in the transport sector to provide a swift and comprehensive response to COVID-19 as well as natural disasters and other hazards and adapt to climate change. Such response actions will need to be characterized by a "Build Back Better" approach;

viii.   ***Agreeing*** that implementation of these global agreements in Asia need to reflect the specific developmental needs of countries in the region. Developing Asia, unlike other more developed regions of the world, is still underserved with both passenger and freight transport infrastructure and services;

ix.   ***Recognizing*** the progress made on sustainable transport through the adoption and implementation of: (a) the Bangkok 2020 Declaration, Sustainable Transport Goals 2010 – 2020, focusing on national environmentally sustainable transport systems (2010); (b) the Kyoto Declaration For the Promotion of Environmentally Sustainable Transport ~ Towards Realizing Resilient, Smart and Liveable Cities in Asia, focusing on sustainable urban transport systems (2007); and, (c) the Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development, focusing on sustainable rural transport systems (2017);

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[5] The member countries of the Regional EST Forum in Asia include Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Indonesia, India, Islamic Republic of Iran, Japan, Republic of Korea, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, Russian Federation, Singapore, Sri Lanka, Thailand, Timor-Leste and Viet Nam

x.   *Referencing* the Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia (2013) as long-term guidance to ensure the full sustainability of transport in Asia; [6]

xi.   *Welcoming* the integration of these four separate Declarations into one new, integrated Declaration on Sustainable Transport in Asia that lays out a common vision and six goals for continued and scaled-up action on sustainable transport;

xii.   *Acknowledging* the Beijing Statement of the Second United Nations Global Sustainable Transport Conference (Beijing, PR China, 14-16 October 2021) which urges to rethink passenger and freight transport learning lessons from the COVID-19 pandemic and come up with solutions that can withstand possible future crises and support the achievement of the 2030 Agenda and the Paris Agreement as well as global economic recovery, and to integrate sustainable transport objectives into national development plans, COVID-19 stimulus and recovery packages as well as Nationally Determined Contributions (NDCs), in a mutually supportive and synergistic manner.

xiii.   *Agreeing* that the adoption of the Aichi 2030 Declaration needs to be accompanied by increased emphasis on the implementation of sustainable transport through more coordinated action by all stakeholders (national and local governments, development agencies, private sector and civil society) in transport in Asia.

2.   We, the governmental participants of the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia adopt **the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable** (the 2030 Aichi Declaration), and declare our intent to voluntarily develop and implement sustainable transport policies, programs and projects, in alignment with the Aichi 2030 Declaration, that will help realize our common vision embodied in the six goals by the year 2030. We welcome the support of other EST stakeholders including the development community, private sector and civil society in achieving the goals of the Aichi 2030 Declaration, and we call on these organizations, including those that were absent in this Fourteenth EST Forum to align their transport activities with the objectives of the Aichi 2030 Declaration.

II.   Common Vision and Goals on Access and Sustainability

A.   Common Vision

3.   We agree that in support of implementing sustainable development in its three dimensions – environmental, social, and economic — passenger and freight transport systems in Asia should provide universal, safe, clean and low-carbon, as well as convenient, efficient and affordable access to essential services and goods. Such access should be equitable across income groups, genders, and abilities and ensure "to leave no one behind", as called for by the United Nations.

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[6] https://www.uncrd.or.jp/content/documents/201304_Bali-Declaration.pdf

4.   This common vision can become reality if Asian countries realize the goals listed below, which are derived from the Sustainable Development Goals, the Paris Agreement on Climate Change and other global international agreements.   The implementation of the sustainability as well as the access and connectivity goals by the EST member countries will be guided by their national circumstances.

B.   Sustainability Goals

Goal 1 Environment sustainability: By 2030, improve the environmental sustainability of transport in Asia for the following areas:

> *Goal 1a – Low-Carbon (climate change mitigation):* By 2030, aim to peak transport CO_2 emissions and initiate reductions in transport related CO_2 emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement);[7]

> *Goal 1b – Resilience:* By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030);

> *Goal 1c – Air pollution:* By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).

Goal 2 – Road safety: By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific attention to vulnerable road users. (Based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety).

Goal 3 - Economic sustainability: By 2030, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c).

C. Access and Connectivity Goals

Goal 4 - Rural access: By 2030, realize accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the farming community, and other

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[7] To realize the objective of the Paris Agreement on Climate Change, it is not expected that global emissions from the transport sector will be zero by 2050. It is estimated that transport emissions will be around 1.8-3.3 Gt of CO2-equivalent at the global level (Gota et. al. (2017) https://www.ipcc.ch/sr15/, https://link.springer.com/article/10.1007/s12053-018-9671-3, ICCT (2020) https://theicct.org/sites/default/files/publications/ICCT_Vision2050_sept2020.pdf). It is estimated that a Paris Agreement aligned pathway for the transport sector for all of Asia (not limited to the EST member countries and excluding international shipping and aviation) could emit about 0.5 Gt CO2 eq (Global Energy and Climate Outlook 2020: A New Normal beyond Covid-19, https://ec.europa.eu/jrc/en/geco)

rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1).

Goal 5 - Urban access: By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7).

Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

D. Linkages between the Sustainability Goals and the Access and Connectivity Goals

5.   The Sustainability and the Access and Connectivity Goals are part of an integrated policy package for the transport sector. An integrated approach can exploit the multiple synergies between the different goals, for example action on climate change and air pollution and likewise between the access goals and the economic sustainability goal.

IV. Implementing the Aichi 2030 Declaration (2021-2030)

6.   Implementation of the Aichi 2030 Declaration will be led by the national and local governments and supported by all proponents of the Aichi 2030 Declaration. It will require coordination across sectors and government levels. The implementation of the goals of the 2030 Aichi Declaration will be guided by the national circumstances and capacities of the EST countries. Realizing the ambitious goals of the Aichi 2030 Declaration will require strengthening existing and building new operational and synergistic partnerships with the development community consisting of inter alia, multilateral and bilateral development finance organizations, academia, private sector, and civil society. Implementation of the Aichi 2030 Declaration on Sustainable Transport will need to be characterized by step wise, sharply increasing levels of ambition in the period 2021-2030 by all stakeholders. All stakeholders will need to substantially increase and strengthen their capacity to deliver these, much more ambitious, actions.

7.   The governments supporting the Aichi 2030 Declaration on Sustainable Transport and our international partners call on UN regional commissions, such as UN-ESCAP and UN-ECE, as well as relevant regional intergovernmental organizations and cooperative frameworks[8] to coordinate with UNCRD, in its capacity as EST Secretariat, on joint efforts to support the implementation of the Aichi 2030 Declaration.

8.   An important step in the implementation of the Aichi 2030 Declaration is to translate the goals of the 2030 Aichi Declaration in national and local policies, strategies, targets and projects. The emphasis of Aichi 2030 Declaration is on the year 2030, yet in setting detailed

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[8] This includes but is not limited to ASEAN, BIMP-EAGA, GMS, SAARC, SASEC.

2030 policies, targets and in adopting supportive strategies it is important to keep sight of the further development of the transport sector up to 2050 and beyond. The implementation of the Aichi 2030 Declaration will require setting pathways that combine a long-term sustainability vision with 2030 targets that are ambitious enough to ensure sufficient progress towards full sustainability.

9.   The goals of the Aichi 2030 Declaration can be achieved through a combination of multiple strategies. The strategies detailed in Annex 1 are organized on the Avoid – Shift – Improve approach, and also include a number of cross-cutting strategies. Avoid strategies aim to reduce the need for unnecessary travel, reduce motorized trips, and trip distances. The second group of strategies aim to Shift transport activity towards more sustainable modes. The third group of strategies aim to Improve transport practices and technologies. Cross-cutting strategies focus on topics that intersect with the Avoid-Shift-Improve strategies. For each of the proposed strategies the linkage with the 6 main goals listed above is explained.

10.   To guide and support the implementation of the Aichi 2030 Declaration, its supporters (development community, private sector and civil society) agree to develop better coordination in support of the Aichi 2030 Declaration, by setting up so-called Communities of Interest (CoI) - envisaged to include major organizations and programs working on these goals in Asia – initially around priority goals such as rural and urban access, as well as on road safety and air pollution/climate change. Once these initial communities of interest are up and running, additional communities of interest can be established for national connectivity and economic sustainability.

11.   To support the implementation of the Aichi 2030 Declaration, these Communities of Interest can help in: (a) sharing knowledge and good practice examples; (b) developing and implementing capacity building programs; (c) where relevant, in developing and implementing pilot programs and projects and; (d) in reaching out to the multilateral and bilateral development communities to assist them to align their transport sector assistance in Asia with the objectives of the Aichi 2030 Declaration. The Communities of Interest will be facilitated by the EST Secretariat, and their activities will be coordinated with the Communities of Interest to be set up for the Asian Transport Outlook (see below).

12.   Bilateral and multilateral development finance organizations that provide support to national and/or local governments in the transport sector have a key role to play in the implementation of the Aichi 2030 Declaration. These organizations are called upon to align their transport assistance with the targets and strategies of the Aichi 2030 Declaration.

V. Tracking the Implementation of the Aichi 2030 Declaration (2021-2030)

13.   Countries and other organizations supporting the Aichi 2030 Declaration agree on the importance of tracking the implementation of the Aichi 2030 Declaration and express their willingness to provide relevant information to UNCRD acting as the Secretariat of the EST Forum on the implementation of the Aichi 2030 Declaration in line with their capacity to collect and document such information.

14.   The choice and formulation of indicators for the goals of the Aichi 2030 Declaration on Sustainable Transport , as outlined in Annex 2 of this Declaration, builds on the indicators

formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs).[9] EST member countries agree to a review of this initial list of indicators to be conducted by the EST Forum Secretariat in the period leading up to the 15th EST Forum, and where required improve the initial list of indicators.

15.   The proposed indicators for the Aichi 2030 Declaration are organized in two groups: (a) impact indicators that track the progress towards the 6 goals, and; (b) process indicators that would track policies, institutional arrangements and funding linked to the strategies listed in Annex 1. The use of standardized performance reporting will allow comparison and research across regions, countries, and cities.

16.   With the vision and goals for the Aichi 2030 Declaration largely derived from the SDGs, the Paris Agreement on Climate Change and other international agreements, the organizations supporting the Aichi 2030 Declaration agree that reporting on the implementation of the Aichi 2030 Declaration can constitute as an important contribution towards reporting the progress on the implementation of the SDGs, Paris Agreement, and other international agreements in the transport sector in Asia. We, the governmental participants in the EST Forum, together with the supporters of the Aichi 2030 Declaration, encourage UNCRD as Secretariat of the Regional EST Forum in Asia to utilize the reporting process on the Aichi 2030 Declaration to highlight progress in realizing sustainable transport in Asia to relevant global fora on sustainable development and climate change.

17.   Where relevant, countries supporting the new Aichi 2030 Declaration are encouraged to link their reporting on transport related progress on climate change (Katowice Rulebook), sustainable development (Voluntary National Reviews of the SDGs), and disaster preparedness (Sendai Handbook) to progress reporting on the implementation of the Aichi 2030 Declaration.

18.   To allow for successful tracking of the Aichi 2030 Declaration, there is a need for substantial strengthening in the collection, documentation and analysis of transport data and information on the transport sector in Asia. Participants in the Fourteenth EST forum, and supporters of the Aichi 2030 Declaration, welcome the initiative of the Asian Development Bank (ADB) to develop Asian Transport Outlook and note that the Asian Transport Outlook will play an important role, as a reference source, in tracking the implementation of the six goals of the 2030 Aichi Declaration. Participants call on the ADB to actively coordinate with EST national and local governments, other relevant donor organizations, NGOs, and other organizations supporting sustainable transport in Asia in the development and implementation of the Asian Transport Outlook.

19.   In addition, participants in the 14th EST Forum and supporters of the Aichi 2030 Declaration on Sustainable Transport, call on UNCRD as Secretariat of the Regional EST Forum in Asia, to track, in coordination with relevant groups, the development assistance provided to the member countries of the EST countries for the implementation of the Aichi 2030 Declaration.

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[9] See: https://unstats.un.org/sdgs/indicators/indicators-list/

Annex 1: Strategies to support the implementation of the Aichi 2030 Declaration (2021-2030)

1.   The goals of the Aichi 2030 Declaration can be achieved through a combination of multiple strategies. The strategies listed are organized based on the Avoid – Shift – Improve approach and include a number of cross cutting strategies. Each section has an overview on how each of the strategies are linked to each of the 6 goals of the Aichi 2030 Declaration.[1]

2.   EST member countries will make a choice and implement those strategies that are most relevant to their specific national contexts and circumstances. e.g., Small Islands Developing States (SIDS) would prioritize maritime transport over road-based transport. Likewise, landlocked countries could put greater emphasis on regional connectivity. In choosing an appropriate combination of strategies countries will also take account of what is holding back the scaling up of sustainable transport in their country.

A.   Strategies to Avoid unnecessary travel and reduce trip distances

Strategy 1: Institutionalize **the integration of land-use, transport infrastructure and services including logistics planning** processes and related institutional arrangements at the national, sub-national and local levels including rural areas. To make this happen the transport sector will need to work more actively with other sectors

Strategy 2: Achieve **mixed-use development and medium-to-high** densities along key transport corridors within cities through appropriate land-use and urban logistics policies and provide people-oriented local access, and actively promote **transit-oriented development (TOD),** supported by walking and cycling, when introducing new, preferably zero emission, public transport infrastructure and services.

Strategy 3: Institute policies, programs, and projects supporting **Smart Information and Communications Technologies** (SICT), such as internet access, teleconferencing, online shopping and telecommuting, to contribute towards realizing a digital society and smart cities, to improve remote access to health, education, and other community services in both urban and rural areas.

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[1] The strategies listed below build on the strategies of the Bangkok 2020 Declaration on Sustainable Transport, this helps to promote continuity between the new Aichi 2030 Declaration and the Bangkok 2020 Declaration.   The contribution of individual strategies to each of the Aichi 2030 Declaration Goals may differ from country to country. The scoring included is based on literature review, feedback from EST member countries, EST supporting organizations and EST experts.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
1. Land-use, logistics and transport planning	S	S	S	M	S	S
2. Mixed-use development, Transit-Oriented Development	M	M	S	W	S	W
3. Smart information and communications technology	M	M	M	M	M	M

Strong	Medium	Weak	None

B.   Strategies to shift transport towards more sustainable modes

Strategy 4: Achieve significant shifts from road-based transport to more sustainable modes of inter-city passenger and goods transport, through expansion of and improvements to electrified **rail and inland water transport infra structure and services.**

Strategy 5: Expand and improve **public transport infrastructure and services** including high quality, safe, affordable, zero-emission services on dedicated infrastructure and well connected with walking and cycling catchments and feeder services.

Strategy 6: Require the integration of dedicated **walking and cycling** infrastructure in transport plans in all cities and massively scale up investments in walking and cycling to realize wide-scale improvements to pedestrian and bicycle (including electric bicycles) facilities, adoption of "complete street" design standards.

Strategy 7: Support the use of Public Transport, walking and cycling by reducing the transport mode-share of private motorized vehicles through **Transportation Demand Management** (TDM) measures, by adopting pricing measures that reduce congestion, reduce pollution, and improve road safety, aimed at reducing price distortions that encourage carbon intensive movement of goods and people as well as by promoting Mobility as a Service (MaaS) and shared transport concepts which also can reduce use of motorized private vehicles.[2]

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[2] This strategy is also relevant in the context to Avoid unnecessary trips and reduce trip distances

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
4. Rail and inland water transport infrastructure and services	S	M	S	M	M	S
5. Public transport infrastructure and services	S	S	M	M	S	S
6. Walking and cycling	S	S	S	S	S	W
7. Transport Demand Management	S	S	S	M	M	M

Strong	Medium	Weak	None

C. Strategies to Improve transport practices and technologies

Strategy 8: Promote research in low carbon transport systems and encourage the shift towards the use of low-carbon fuels, eventually shifting to electricity or hydrogen, to power passenger and freight vehicles. In the medium term also using hybrid technology. Rapidly develop the **infrastructure for electric mobility and/or hydrogen** based mobility, both ultimately generated from renewable energy. Introduce advanced technologies related to transport systems through the Market Mechanism under Article 6 of the Paris Agreement such as the Joint Crediting Mechanism (JCM).

Strategy 9: Set appropriate **standards for fuel quality, fuel efficiency, and tailpipe emissions** for all passenger and freight vehicle types to support the implementation of air pollution and climate change targets.

Strategy 10: Establish effective type approval (new vehicles) and vehicle testing and compliance regimes (in-use vehicles, including imported second-hand vehicles), including formal vehicle registration systems and appropriate periodic **vehicle inspection and maintenance** (I/M) requirements, to enforce progressive emission and safety standards.

Strategy 11: Adopt **Intelligent Transportation Systems** (ITS), transport control centres, and real-time user information that optimize passenger and freight mobility and enable the move towards Smart Cities.

Strategy 12: Achieve **improved freight transport efficiency**, including road, rail, air, and water, through policies, programs, and projects that promote integrated approach that address challenges and opportunities including through improved infrastructure and logistics services, implementation of trade facilitation measures, promoting digitalization and clean technologies, as well as modernization of fleet (including, urban and long-distance freight vehicle and for rural

areas), implementing fleet control and management systems, promoting public-private collaboration, and supporting better logistics and supply chain management.

Strategy 13: **Improve road safety** through institutionalizing audits, and implementation of safety improvements, of road infrastructure, setting of standards for active vehicle safety systems, and issuing regulations on helmets protective clothing for motor cyclists.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
8. Infrastructure for low carbon mobility	S	M	S	N	M	M
9. Standards for fuel quality, fuel efficiency, and tailpipe emissions	S	M	W	N	N	N
10. Vehicle inspection and maintenance	S	S	M	N	N	N
11. Intelligent transportation systems	M	M	S	W	M	S
12. Improved freight transport efficiency	M	W	S	M	M	S
13. Improve road safety	W	S	M	W	W	M

Strong	Medium	Weak	None

D. Cross-cutting strategies

Strategy 14: Improve transport sector governance through scale-up capacity building, where required develop new, **adequately funded national and local institutions and strengthen horizontal and vertical coordination** to enable the development and implementation of sustainable transport policies that create enabling environments for sustainable transport and promote decent work and labour rights in the transport sector.

Strategy 15: Develop **funding and financing arrangements** that enable countries and cities to develop and maintain sustainable, low carbon transport infrastructure and services and facilitate access, including for private sector.

Strategy 16: Promoting the implementation of the circular economy in the transport sector by adopting **a life cycle approach to transport infrastructure and services** by taking into account the total cost over its life-cycle (planning, design, finance, construction, operation and

maintenance (O&M), and possible disposal), compared to the value of the asset as well as its economic, environmental and social benefits.

Strategy 17: Develop a nationally relevant combination of **short** (**2025), medium (2030) and long term (2050) targets**, supported by appropriate incentives, for initially **lower emission** (medium term) and later **zero emission** (long term) of greenhouse gasses emitted by land transport, inland waterways and shipping and domestic aviation. Likewise, short-, medium- and long-term targets are also to be set for all other topics covered in the Aichi 2030 Declaration on e.g. rural and urban access, national connectivity and associated modal shares.

Strategy 18: **Remove fuel subsidies,** and introduce - in a stepwise manner - **financing mechanisms** that penalize unsustainable transport (e.g. through parking levies, fuel pricing, fuel taxation, vehicles taxation, automated road user charging) and incentivize sustainable transport modes, infrastructure and operations as well as cleaner vehicles. Identify innovative funding options for providing sustainable transport options (e.g. public-private partnerships, land value capture, consideration of carbon markets, subsidies, and financial incentives).

Strategy 19: Adopt **social and gender inclusiveness** as an overarching planning and design criteria in the development and implementation of transport policies, programs, and initiatives, leading to improved quality transport services, safety, and security for all and especially for the urban and rural poor, women, physically disabled, elderly and other vulnerable groups with universally accessible walkable of streets and public transport systems.

Strategy 20: Acknowledge the importance of **informal transport systems/paratransit** (IPT) that still ply in large parts of developing Asia in providing rural and urban access and provision of employment. Ensure that the upgradation, modernization, and integration of IPT into modern transport systems does not reduce the affordability of transport, nor adversely affect employment, especially of the low-income groups.

Strategy 21: Develop and implement **Road Safety Measures** in support of the Road safety target in the 2030 Agenda for Sustainable Development that include, among others: Speed management, Leadership on road safety, Infrastructure design and improvement, pedestrian and cyclist safety, Vehicle safety standards, Enforcement of traffic laws and Survival after a crash

Strategy 22: **Develop and implement a Resilience strategy** to respond to natural disasters and calamities and enable the transport sector to respond to climate change that is informed by relevant research and data. Integrate the resilience objectives in master plans, standards, and regulations and adjust them regularly to account for climate change. Create financial incentives for service providers to promote resilient infrastructure services

Strategy 23: Emphasize the **contribution of sustainable transport to better health** (e.g., improved walking and cycling infrastructure) and strengthen the **preparedness of transport sector to respond to health pandemics**, such as COVID-19, through preventive measures to manage the spread of diseases and to enable passenger and freight transport to recover faster.

Strategy 24: Establish country-specific, progressive, health-based, cost-effective, and enforceable **air quality and noise standards**, taking into account relevant WHO guidelines, and mandate monitoring and reporting to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceeding the national or local standards for air quality or noise levels.

Strategy 25: Conduct large scale **information and awareness raising campaigns on sustainable transport** to all levels of government, private sector and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes which actively encourage joint action between public sector, private sector and civil society.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
14. Adequately funded institutions and institutional arrangements	M	M	S	M	M	M
15. Funding and financing arrangements	S	S	S	S	S	S
16. A life cycle approach to transport infrastructure and services	S	W	S	W	W	W
17. Short (2025), medium (2030) and long term (2050) targets for lower emission (medium term) and later zero emission (long term)	S	S	S	S	S	S
18. Remove fuel subsidies and introducing financing mechanisms	S	N	M	N	N	N
19. Social and gender inclusiveness	M	W	S	S	M	S
20. Informal transport systems/paratransit (IPT)	S	M	M	S	W	S
21. Road safety measures	S	S	S	W	W	M
22. Develop and implement a resilience strategy	S	W	S	W	W	W
23. Contribution of sustainable transport to better health and better preparedness transport sector	S	S	S	W	W	W
24. Air quality and noise standards	S	M	M	N	N	N

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
25. Information and awareness raising campaigns on sustainable transport	S	S	M	W	M	M

Strong	Medium	Weak	None

Annex 2: Tracking the Implementation of the Aichi 2030 Declaration (2021-2030)

A. Importance of tracking the implementation of the Aichi 2030 Declaration

1.   It is key to regularly monitor the progress made in the implementation of the Aichi 2030 Declaration to broadly share such progress and keep track of the measures taken by EST member countries to advance the goals contained in the Declaration and the suggested strategies to realize these goals.

2.   The tracking of the Aichi 2030 Declaration will be supported by the Asian Transport Outlook (ATO) which is developed and implemented through the Asian Development Bank and which will serve as reference source for tracking the goals of the Aichi 2030 Declaration.[1] The ATO contains a wide range of transport data and policy information, which covers 49 ADB members as well as Iran and Russia. All the EST member countries are covered in the ATO.

3.   The tracking of the new Aichi 2030 Declaration is divided into:

      a. *Tracking and reporting of the 6 goals in the Declaration.* The proposed indicators for tracking the 6 goals are in line with the agreed upon SDG indicators. The data for reporting on the proposed indicators are sourced from the ATO, which will serve as a reference for tracking the goals of the Aichi 2030 Declaration. The responsibility for collection and organizing data will rest with the ATO team

      b. *Tracking of national policies, institutional arrangements and funding in support of the new Declaration*. This includes reporting on the strategies outlined in Annex 1. EST member countries will be requested to submit annual progress reports. The information provided through the country reports will be combined with relevant policy information collected through the ATO.

To allow for successful tracking of the Aichi 2030 Declaration, there is a need for substantial strengthening in the collection, documentation and analysis of transport data and information on transport policy.

B. Tracking the 2030 Goals on Sustainable Development (SDGs)

4.   The table below provides an overview of how the goals of the Aichi 2030 Declaration on sustainable transport are linked to the various SDG targets. As the goals in the Aichi 2030 Declaration are in a large part based on targets that are part of, or are linked to the SDGs, use can be made of the indicators that have been developed to track transport related SDG targets. The

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[1] The Asian Transport Outlook documents the transport sector in 51 economies in the Asian Pacific region and includes all 25 EST member countries. It collects information on Transport Infrastructure, Transport Activity and Services, Access and Connectivity, Road safety, Air Pollution and Health, Climate Change, Socio Economic factors relevant for the transport sector, and miscellaneous topics. See: https://www.adb.org/what-we-do/sectors/transport/overview#asian-transport-outlook and https://data.adb.org/dataset/asian-transport-outlook-database

most relevant indicators are in this context the Tier 1-2 indicators formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs)[2].

EST Goal	SDG Target	SDG Indicator	Indicator No.	Initial Aichi 2030 Declaration Tracking Indicators
Goal 1a – Low-Carbon (mitigation)	13.2	13.2.2	1	Transport Co2 emissions (Fossil) and GDP
	9.4	9.4.1		
			2	Modal share transport CO2 emissions
			3	Fuel subsidies in the transport sector
	12.c	12.c.1	4	Renewable energy in the transport sector
Goal 1b – Resiliency	7.2	7.2.1	5	Global climate risk for infrastructure
			6	Notre Dame - GAIN infrastructure vulnerability score
			7	Multi hazard expected annual damages to transport infrastructure/GDP
Goal 1c – Air pollution	11.5	11.5.2	8	Transport related air pollutant emissions (NOx, PM10, BC), transport related CO2 emissions, and GDP
			9	NOx and PM emissions by transport mode
	3.9	3.9.1	10	Transport air pollution health impact
Goal 2 – Road safety	3.6	3.6.1	11	Road traffic crash fatalities
			12	Road traffic crash fatalities and GDP
			13	Traffic deaths by road user category
			14	IRAP safety rating of road infrastructure
Goal 3 - Economic sustainability			15	Transport share in GDP
			16	Multilateral Development Bank funding for transport
			17	PPP investments in transport
			18	Transport employment

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[2] Tier I: Indicator is conceptually clear, has an internationally established methodology and standards are available, and data are regularly produced by countries for at least 50 per cent of countries and of the population in every region where the indicator is relevant. Tier II: Indicator is conceptually clear, has an internationally established methodology and standards are available, but data are not regularly produced by countries.

EST Goal	SDG Target	SDG Indicator	Indicator No.	Initial Aichi 2030 Declaration Tracking Indicators
			19	Logistics Performance Index (LPI)
Goal 4 - Rural access	9.1	9.1.1	20	Rural population who live within 2 km of an all-season road
Goal 5 - Urban access	11.2	11.2.1	21	Share of population with convenient access to public transport
			22	Rapid Transit to Resident ratio (RTR)
Goal 6 - National access and connectivity			23	Transport infrastructure growth
			24	Transport infrastructure score
			25	Transport connectivity
	9.1	9.1.2	26	Passenger and freight transport activity
	17.6	17.6.1	27	ICT broadband coverage and internet use

5.   This initial list of indicators will be reviewed in the period up to the 15th EST Forum and on a regular basis during the annual EST Forum meetings and and where required the initial list of indicators will be improved. Also, following this review indicators can be added or deleted if so desired by the EST member countries throughout the duration of the 2021-2030 lifetime of the Aichi 2030 Declaration.

C. Tracking of policies, institutional arrangements and funding in support of the Aichi 2030 Declaration (2021-2030)

6.   Future progress in realizing the 6 goals of the Aichi 2030 Declaration will to a large extent be determined by the actions taken by countries in terms of institutional arrangements; policy targets, standards and regulations, institutional arrangements as well as funding arrangements. The ATO contains an overview of relevant transport related policies and targets in areas that related to the goals and strategies of the Aichi 2030 Declaration.

7.   EST member countries are requested to provide annual progress reports that will include:

    a. Updates on the development or adoption of transport related policies. This can
        include Transport Policies, Infrastructure plans, EV policies, Logistics

policies, Automotive development policies, Railway development policies, Road Safety policies, Air Pollution Policies, Climate Change Policies, etc.[3]

b. Changes in the institutional structure in the transport sector. This can include reorganization of institutional responsibilities, the setting up of new special interdepartmental coordination structures for specific transport related functions, such as road safety logistics, climate change etc.

c. Submission of country report that provides an overview of measures taken in support of the implementation of the strategies listed in Annex 1 of the Declaration. This will be modelled on the annual country reports submitted under the Bangkok 2020 Declaration (2010-2020). See the following table for an initial proposal.

Strategy No.	Strategy Description	Status of Strategy Implementation and Measures being taken to promote the implementation of strategy.	
A.	**Strategies to Avoid unnecessary travel and reduce trip distances**		
1	Institutionalize the integration of **land-use, transport and logistics planning** processes and related institutional arrangements at the national, sub-national and local levels including rural areas	*Status of implementation:* O Not yet O some Progress O Largely in place O Completed	*Barriers/Challenges faced in Implementation:*
		Provide an overview of relevant policies, policy instruments and projects undertaken to advance the implementation of the strategy:	

D. Reporting frequency and structure

1. 2021 Baseline report

8.   In support of the 14th Regional EST Forum in Asia (2021) a baseline report is developed which describes the status of the 6 proposed goals under the Aichi 2030 Declaration on Sustainable Transport. The purpose of the baseline report is to serve as a reference document for a regional EST review and to serve as an indicative benchmark to assess the overall progress and regional trends of sustainable transport development aligned with the 6 goals of the Aichi 2030 Declaration, the objectives of the SDGs and the Paris Agreement on climate change, among others. This baseline report will be developed jointed by the EST Forum Secretariat and the ATO team. The baseline report is based on proposed indicators listed above. The baseline report is developed at the regional, and in certain cases sub-regional level. Country level information is provided for the participating EST member countries through brief country profiles in an Annex to the baseline report. The baseline report is a reference document made available by the EST Secretariat on a "for information basis", which is not part of the formal agreed upon outcome of the 14th EST Forum. The draft baseline report is circulated to EST member countries before the

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[3] Instead of policies this can also include Strategies, Action Plans, etc.

14th EST Forum, to enable them to check and validate information in the baseline report and provide where relevant additional information for inclusion in the baseline report.

9.   The development of the baseline report and its discussion in the 14th EST Forum will also allow a detailed discussion on the indicators that will be part of the subsequent annual status reports that will be produced jointly by the EST Forum Secretariat and the ATO team from 2022 onwards.

2. Annual status reports on the implementation of the Aichi 2030 Declaration

10.   Once the Aichi 2030 Declaration has been formally approved in the 14th EST Forum it is suggested that an annual status report on the implementation of the Declaration is developed and published. It is expected that a sample of the indicators included in the baseline report will be used for the annual status reports. The baseline report prepared for the 14th EST Forum will contain mostly information for 2018 and 2019. It typically takes a few years before information on the different indicators will be available for all EST member countries. It is expected that 2020 data will be available for several of the proposed indicators by the 15th EST Forum in 2022. This means that for relevant indicators data will be indexed at 100 for the different indicators for 2021, the starting year of the Aichi 2030 Declaration, to allow comparison across countries for the implementation of the 6 goals of the Aichi 2030 Declaration on sustainable transport.

11.   As in the case of the 2021 baseline report it is proposed that the development of the annual status reports is a joint effort by the EST Forum Secretariat and the ATO team with active inputs of the Communities of Interest as well as the EST member countries. Like the baseline report the annual status reports will serve as a reference document for a regional EST review and to serve as an indicative benchmark to assess the overall progress and regional trends of sustainable transport development aligned with the 6 goals of the Aichi 2030 Declaration, the objectives of the SDGs and the Paris Agreement on climate change, among others. As such they will not be formally approved documents by the EST member countries. The proposed scope of the annual status report will be communicated for comments by the EST Secretariat before work commences.

12.   The figure below gives an indicative overview of the annual reporting cycle and the respective roles of different EST stakeholders.

Timing	Activity	Involved stakeholders	Comments
6 Months before EST Forum	Defining scope of annual status report	- EST Forum Secretariat and ATO team - Communities of interest (CoI)	- Agree on possible modifications to impact and process indicators to be included in annual status report
5 Months before EST Forum	Analysis of available information in ATO	- ATO team	- This will result in overview of available information and where the gaps are

Timing	Activity	Involved stakeholders	Comments
4 Months before EST Forum	Outreach to CoI's with request to indicate what additional information can be provided	- EST Forum Secretariat and ATO team	- This based on information analysis in previous step
3 Months before EST Forum	Outreach to EST member countries with request to: - Comment on impact indicators as collected by ATO team - Provide country reports based on template	- EST Forum Secretariat and ATO team	- Countries will receive templates to use in reporting, which already contain available information and the sources from where information was collected
1 Month before EST Forum	Draft Status report circulated to EST member countries for comments	- EST Forum Secretariat and ATO team	- Countries will be requested to confirm report or propose changes
EST Forum	- Draft Status report presented in EST Forum - Countries invited to make final comments	- EST Forum Secretariat and ATO team	- Countries are given 14 days after the EST Forum to raise final comments
Three weeks after EST Forum	Finalization and public release of Status report	- EST Forum Secretariat and ATO team	- Final status report released by EST Secretariat

3. Special focus annual Status Reports

13.   It can be considered, once the reporting mechanism has been well established to have from e.g., 2024 onwards a special focus on one of the 6 goals of the Declaration in the annual status report whereby this topic would be dealt with in a more in-depth manner compared to the other goals.

E. Capacity Building on Reporting on the Aichi 2030 Declaration

14.   UNCRD and ADB intend to conduct periodic capacity building training workshops to assist EST member countries in the tracking of and reporting on the Aichi 2030 Declaration on Sustainable Transport.